



DEPARTMENT OF THE NAVY

COMMANDER NAVAL AIR FORCE RESERVE
4400 DAUPHINE STREET
NEW ORLEANS, LOUISIANA 70146-5200

IN REPLY REFER TO:

COMNAVAIRESINST 13022.1
N42

25 AUG 03

COMNAVAIRES INSTRUCTION 13022.1

Subj: INTERMEDIATE MAINTENANCE ACTIVITIES (IMA) MONTHLY ENGINE
SITUATION SUMMARY AND PACING REPORT

Ref: (a) OPNAVINST 4790.2
(b) NAVAIRINST 13700.15

Encl: (1) Sample IMA Monthly Engine SITSUM and Pacing Report
(COMNAVAIRES 13700-1)

1. Purpose. This instruction has been coordinated with Commander, Naval Reserve Forces Command. It has been approved for distribution to Reserve Intermediate Maintenance Departments.
2. Scope. To establish procedures for reporting monthly repair status, production forecasts, and material constraints relating to aircraft engine repairs at Naval Air Force Reserve IMAs, which includes Aircraft Intermediate Maintenance Departments (AIMDs) and Marine Aviation Logistics Squadrons (MALS). Facilities with only third degree repair capability are not reportable. Reports will provide data to assist engine managers in prioritizing depot engine scheduling, balancing intermediate level engine repair scheduling with capability, and identifying top material/parts shortages that are impacting engine repairs. This information will support logistic managers in scheduling and allocating funds for engine repair, ensuring material requirements are properly requisitioned and documented, identifying parts and components requiring accelerated procurements and deliveries, and aiding the assignment of scarce availability of material/parts to maximize engine repair production. The intent of this report is not to replace engine and test cell reporting requirements required by references (a) and (b).
3. Background. The requirement for IMAs to provide engine repair status, projected production and removals, and highlight the top material constraints impacting production was initiated in recent years when a greater demand for support was placed on the Naval Air Force Reserve. This information was essential in providing program managers insight on projected availability of Ready For Issue (RFI) engines and to highlight those parts requiring immediate and extraordinary attention. Type Commanders (TYCOMs), Wings, Naval Inventory Control Point (NAVICP), Defense Logistics Agency (DLA), NAVAIR Assistant Program Managers for Logistics (APMLs) and Fleet Support Teams (FSTs) all use the data from these reports in support of I-level engine production.
4. Action. Monthly reports will be submitted as specified below:
 - a. Frequency: IMAs will submit monthly reports via message with subject titled, "(The Activity Name) MONTHLY ENGINE SITSUM AND PACING REPORT." This report reflects I-level engine repair status for the previous month ending on the last workday of the month, the number of repairs accomplished during the reporting month, and the projected number of repairs for the next month. Reports are due by the 5th working day following the end of the month and will

consist of four areas of interest: engine status, top pacing items, critical documents, and comments.

b. Report Contents: Report format is as follows:

(1) Engine Status: For each engine Type/Model/Series (T/M/S) report the following:

- (a) T/M/S. Identify engine and/or module type/model/series.
- (b) NRFI. Quantity of Non-RFI engines/modules on site.
- (c) Status AWP/AWM/IW. Quantity of NRFI engines/modules that are awaiting parts, awaiting maintenance, or in work. Status should match Aircraft Engine Management System Database.
- (d) RFI O/H. Quantity of RFI engines/modules on-hand.
- (e) MONTH IND/PROD. Quantity of engines/modules inducted and repaired during current month, not including depot engines/modules.
- (f) FY PROD. Total quantity of engines/modules repaired to date for current fiscal year. This figure should include reported month's production and not depot engines/modules.
- (g) NXMONTH FCST. (Next Month Forecast) Monthly forecast of the quantity of engines/modules that are projected to be repaired during the next month, not including depot engines/modules.
- (h) NXMONTH SCH RMVL. (Next Month Scheduled Removals) projected scheduled removals for the next month as reflected by the squadron Monthly Maintenance Plans.

(2) Top Pacing Items: For each engine T/M/S list the most significant parts/components that are impacting production and warrant high level logistic management attention. For clarity, pacing items are those items that require a high rate of removal per repair. The number of times an item is required to be removed per repair may show trends that indicate underlying conditions, such as poor material, design discrepancies or training. Include the following details:

- (a) T/M/S. Identify engine and/or module
- (b) NOMEN. Nomenclature of part, component, or assembly
- (c) COG. Item Cognizance code
- (d) NSN. National Stock Number (NIINs: are not adequate)
- (e) PRATE. Approximate number of times a part is changed per repair. This number will normally not exceed 1.0.

(3) Test Cell Status. Provide a brief summary of the current test cell status and any upcoming maintenance requirements that might delay the RFI of engines. Additionally, if a down status is reported, provide a reason, an estimated delivery date for parts, and an estimated completion date of repairs.

- (a) T/M/S. Identify test cell

(b) S/N. Serial number of test cell

(c) DATE. Service date of the test cell. This is the date the item was placed in service based on the TSN or TSO.

(d) APP. List type of engine this test cell supports

(e) RAN. Provide the number of engines ran for the month

(f) RFI. List the numbers of engines RFI using this test cell

(g) STATUS. Status of the test cell (UP/DOWN/REWORK/PRES). If in a down status provide Date Time Group (DTG) of broad arrow message.

(4) Critical Documents: For each engine T/M/S provide a list of the critical requisition documents that are preventing the completion of inducted engine repairs due to non-availability and/or long lead times. The intent of this list is to provide appropriate data to allow logistic managers to query supply activities, depots, commercial sources and other IMAs, in order to locate and provide critical parts to complete the repairs of the next few engines. The following details will be provided:

(a) T/M/S. Identify engine and or module

(b) NOMEN. Nomenclature of part, component, or assembly

(c) COG. Item Cognizance code

(d) NSN/PN. National Stock Number (NIINs are not adequate) and part number of item on order

(e) DOC NR. Requisition document number

(f) STATUS. Status of requisition

(g) EDD. Supply estimated delivery date

(5) MO Comments: Maintenance officer comments that identify issues that require immediate attention.

c. Message Format: Enclosure (1) of this instruction provides a sample message format for this report. Following the sample message is a note listing the logistic manager codes for each engine. IMAs will include the appropriate codes dependent on the engines repaired at their facility. The codes identified in enclosure (1) of this instruction are the minimum required. Additional comments and codes may be included as a result of direction from cognizant chain of command and/or requests from supporting activities.

d. Additional Requirements: The preceding report topics are the minimum requirements for this report. If an IMA does not have any pacing items or critical documents then state, "none." IMAs may choose to include additional information and the chain of command may request other pertinent data to be included in this report.

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5. Reports. COMNAVAIRES 13700-1, IMA monthly Engine Situation Summary and Pacing report, is assigned to the reports cited in paragraph 4. above and will remain in effect for 3 years from the issue date of this instruction.


S. P. McMULLIN
Deputy

Distribution: (COMNAVRESFORINST 5218.2C)

List B2 (FR3, FR4)

D (42B3)

E6 (FKAIA, FKM14)

E7 (FKR1B)

E9 (24J4, 46C1, 46M2)

G (23C)

Stocked:

COMNAVAIRES (N1)

Sample IMA Monthly Engine SITSUM and Pacing Report

FM REPORTING ACTIVITY

TO COMNAVAIRES NEW ORLEANS LA//N421G/N422B/N411B/N422C//
CG FOURTH MAW//ALD-B/ALD-B3//
ENGINE LOGISTIC MANAGERS (Commands and codes are in NOTE below)
NAVICP PHILADELPHIA PA//0331/03311/03112//
DISC PHILADELPHIA PA//AC//
DSCR RICHMOND VA//J/JK/JL//
DSCC COLUMBUS OH//DSCC-NCAA//
INFO COMNAVAIRSYSCOM PATUXENT RIVER MD//3.1/3.1.1/6.00B//
TYPEWINGS (Appropriate TypeWings)
SISTER IMAs
LOCAL STATION//NAVSUPO// (Local station's supply)
OTHER COMMANDS (as appropriate for IMA's chain of command)

BT

UNCLAS //N13022//

MSGID/GENADMIN//

SUBJ/IMA MONTHLY ENGINE SITSUM AND PACING REPORT(COMNAVAIRES 13200-1)-AUG 03//
POC/(Name, rank, code, telephone numbers, and E-mail address)//
RMKS/1. THIS REPORT IS SUBMITTED FOR MONTH ENDING AUG 03.

1. ENGINE STATUS

T/M/S	NRFI	STATUS AWP/AWM/IW	RFI O/H	MONTH IND/PROD	FY PROD	NXMONTH FCST	NXMONTH SCH RMVL
T56A14	17	09/06/02	02	07/05	20	06	05
14P	16	07/06/03	00	03/03	13	04	01
14G	10	04/04/02	01	01/02	07	02	00
14T	06	06/00/00	00	01/01	07	03	00
T58GE16	26	07/15/04	00	04/05	14	06	03
J52P408A	19	03/14/02	00	01/02	06	03	01

2. TOP PACING ITEMS

T/M/S	NOMEN	COG	NSN	PRATE
T56A14				
14P	SEAL, TURB ASSY	9G	2840-01-410-6751	3.1
	VANE, COMPR ASSY	9G	2840-01-436-4069	1.1
	BEARING, ROLLER	9G	3110-00-078-5676	0.82
14G	BEARING, ROLLER	9G	3110-00-182-8698	0.77
14T	MID-BEARING	9G	3110-01-082-9577	1.0

3. TEST CELL STATUS

T/M/S	S/N	DATE	APP	RAN	RFI	STATUS
A/E37T-17(V)1/3	JKE-033	0401	T56-A-14/16	4	4	UP
A/E37T-26A	KZH-009	0194	GTCP36-200	1	0	DOWN
A/E37T-14	022	0399	F-404	7	6	UP
A/M37T-13	1	0793	J85-21	0	0	DOWN

REMARKS

A/E37T-26A APU TEST CELL IS DOWN FOR EGT GAGE. EDD NOV 04. A/M37T-13 IN CAL AND PULL CHECK. ECD 4 DEC 03. MOVING LOCATION OF A/E37T-17(V)1/3. CAL WILL DUE UPON COMPLETION OF MOVE.

4. CRITICAL DOCUMENTS (TWO LINES FOR EACH DOCUMENT):

T/M/S	NOMEN	COG	NSN/PN	DOCNR	STAT/EDD
T56A14					
	SEAL	9G	1234011373399/4798145-1	3146-DD00	359BBS9C/7196
	CABLE	7R	6150001624903/1234	8068-EB08	068BBN32/9337
J52P408A					
	RING	9Z	5365011245279/78F789A	7324-ZP06	304BBNBZ/9159
T58GE16					
	LINER	7R	3791015194482/5555	5258-RQ27	364BBNQQR/9315
A/E37T-14					

Sample IMA Monthly Engine SITSUM and Pacing Report

TURNBUCKLE 9Z 5340009850408/G-227 3091-DD14 091BBS9I/3295

5. MO COMMENTS: LACK OF T56 TURB SEAL ASSY'S IS CAUSING EXCESSIVE CANNIBALIZATIONS (19 P/S BACKROBBED THIS FY). ALL T58 MANIFOLD ASSY'S WERE CANNIBALIZED AND PRODUCTION IS CURRENTLY STOPPED. USAGE OF J52 IGNITER PLUGS IS DEPLETING STOCK, AND WILL IMPACT PRODUCTION NEXT MONTH IF DELIVERIES ARE NOT ACCELERATED.

6. OPTIONAL PARAGRAPHS TO PROVIDE ADDITIONAL INFORMATION AS APPROPRIATE.//
BT

NOTE:

1. ENGINE LOGISTIC MANAGERS (INCLUDE COMMANDS AND CODES AS APPROPRIATE)
2. F404 PEOTACAIR PATUXENT RIVER MD//PMA265//
COMNAVAIRSYSCOM PATUXENT RIVER MD//3.1.1C1/4.4.3.2//
NAVAVNDEPOT JACKSONVILLE FL/F404FST//
3. T56 PEOASWASM PATUXENT RIVER MD//PMA290/PMA231//
NAVAIRSYSCOM PMA TWO TWO TWO JACKSONVILLE
FL//222/290DL6/290DL7//
NAVAVNDEPOT JACKSONVILLE FL//T56FST//
4. T700 PEOASWASM PATUXENT RIVER MD//PMA299/PMA276//
COMNAVAIRSYSCOM PATUXENT RIVER MD//3.1.2E/4.4.3.2//
NAVAVNDEPOT CHERRY PT NC//H60FST/H60FST
3.1.2/H1F/H1FST3.1.2//
5. T64 PEOASWASM PATUXENT RIVER MD//PMA261//
COMNAVAIRSYSCOM PATUXENT RIVER MD//3.1.2F/4.4.1//
NAVAVNDEPOT CHERRY PT NC//H53FST/H53FST.1//
NAVAVNDEPOT CHERRY PT NC//H46FST/H46FST.5/H3FST/H3FST.5//
6. T400 PEOASWASM PATUXENT RIVER MD//PMA276//
COMNAVAIRSYSCOM PATUXENT RIVER MD//3.1.2//
NAVAVNDEPOT CHERRY PT NC//H1FST/H1FST3.2//
7. J85 NAVAIRSYSCOM PMA TWO TWO FIVE PATUXENT RIVER MD//